[*Translation*]

SHRI KESRI LAL: Sir, in his reply the hon. Minister has said that electrification of high density lines will be undertaken on a priority basis. I would like to know which railway routes according to the hon. Minister are high density routes?

[*English*]

SHRI MALLIKARJUN: Regarding high density routes, the priority has been given. That is how we are going to complete the electrification work from Howrah to Bombay via Nagpur. Apart from that, we are going to complete the work between Delhi and Bombay via Central Railway.

[*Translation*]

SHRI KESRI LAL: Which of the railway routes are proposed to be electrified? (*Interruptions*)

[*English*]

SHRI MALLIKARJUN: I have not made any statement about Bombay for Railway electrification.

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE: Sir, the hon. Minister said that the Lucknow-Kanpur railway route is not on the list of priority routes. May I know the basis on which the priority of a route is determined? Lucknow is the capital of Uttar Pradesh and Kanpur is and industrial city.There is a lot of traffic between these cities. The Government has been saying for a long time that the railway line would be doubled, but the construction work has been done only upto Unnao and the section Between Unnao and Lucknow has not yet been taken up. If the basis for priority is the density of traffic, why has the Lucknow-Kanpur route not being given priority for electrification?

[*English*]

SHRI MALLIKARJUN: I have not informed the house that priority has not been given to it. But, on the contrary, a survey has been conducted for electrification between Lucknow and Kanpur. The financial viability has also been assessed. But, at the moment. it is not possible to take it up. But in future there is every possibility for such electrification.

[*Translation*]

SHRI RAJVEER SINGH: Sir, I want to know if there is a proposal to electrify the route from Kanpur to Bareilly via Balamau. If so, the time by which the project will be completed?

[*English*]

SHRI MALLIKARJUN: This is not in the agenda itself.

Vashi New Bombay Railway Line

*652. SHRI RAM KAPSE: Will the Minister of RAILWAYS be pleased to state:

(a) whether a project for construction of railway line from Vashi to New Bombay is under execution; and

(b) if so, the details thereof and the progress made so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Vashi-New Bombay rail line forms part of Mankhurd-Belapur raid line (18 km) project. Overall progress upto July, 1991 is 86%.

SHRI RAM KAPSE: At the time of presenting the Budget, you had given the figures that as on 31.5.91, the progress was 83 percent. After two months, it was 86 per cent. And in the Budget proposal, you have mentioned that the progress depends on two factors-one is the removal of encroachment and the other thing is the building of the stations by CIDCO. I would like to know whether all the encroachments have been

removed with the help of the Maharashtra Government so that you will be able to start the commuter traffic in this year it-self.

SHRI MALLIKARJUN: Sir, in the month of July, there was a meeting between the Maharashtra Government, Secretary, Urban Development and our project authorities. And out of the 1043 encroachments 158 remains to be removed. And out of these 158 encroachments 89 directly relate to alignment. During that meeting, it was agreed upon that by 31st August, 1991, the State Government would be in a position to remove these 89 encroachments. But as per the present position which has been indicated, as such, they could not adhere to the programme which they had given us. That is why, there is further delay possible.

SHRI RAM KAPSE: As removal of encroachment is in progress, would you be in a position to start the commuter traffic this year itself? That is my first supplementary.

That is my first supplementary.

The other thing that you have mentioned is that, it depends upon the SIDCO to construct the buildings for the railway stations. There are five stations to be built by the SIDCO, which are Vasi, Sanpada, Juinagar, Narul and Belapur. but our of this, Sanpada railway station is an agricultural produce market (APM) railway station, which you have not even sanctioned. If you do not sanction it, how can the SIDCO build a building for the railway station? I would like to know what isNew the progress about the railway station building. What is the progress from your side as far as these railways stations are concerned?

SHRI MALLIKARJUN: As far as agreement between the SIDCO and the railways is concerned, four stations are to be constructed. This is, as per the feasibility report, which has been submitted. And the four stations, as has been mentioned by the Hon. Member are Vasi, Mankhurd, Juinagar and Belapur. However, in between a proposal for Sanpada has come into the picture. We have asked the authorities to study it. And only after the completion of this project, that will be taken up.

Now so far as fresh construction is concerned, the responsibility has been taken by the SIDCO and they are trying their level best to complete that.

SHRI RAM KAPSE: I would like to know whether all these stations will come into operation this year itself (*Interruptions*)–

SHRI SHARAD DIGHE: Considering the present progress of SIDCO in removing the hutments by the State Governments, on your part, as far as Railway Ministry is concerned, what is your estimate, when will this railway become operational exactly?

SHRI MALLIKARJUN: As per the programme, it will be commissioned in the month of March 1992. The major part of this, construction of one bridge over 1.9 Kms at Thane creek has been completed. It is only a question of removing the hutments and completing the alignment.

SHRI RAM NAIK: Along this line, that is, after Vashi to New Mumbai, there is another line, the selection of which has been done by SIDCO – that is from Belapur to Panvel. This has been sanctioned by the Railway Board. However, the Railway Board, so far has not given its sanction for operating commuter traffic on this. So, I want to know whether the Government has considered sanctioning of commuter traffic from Belapur to Panvel, which is part of this?

SHRI MALLIKARJUN: No doubt, this line has been constructed. But, there are demands for upgrading this, for running suburban trains. The demands are coming now, as the deposit work has been completed on the siding. So, at the moment, I cannot say anything about this.

SHRI RAM NAIK: He can certainly say whether the Government is considering it or not. My question pertains to that. The demands have been made and the Railway line

has been constructed.

SHRI MALLIKARJUN; The railways have got a crunch for the EMUs. We too have our own problems. After looking into it in depth, we have to take a view about it.

SHRI RAM KAPSE: The money is top be spent by the CIDCO and they are not going to spend for it. But, even for spending through SIDCO for Sanpada station, for Panvel-Belapur railway line, for Kadve-Turge railway line, they are not giving the sanction. We wanted to have an assurance about the sanction.

SHRI RAM NAIK; If the commuter line is not opened, the whole purpose of having a railway line will not be served.

SHRI ANNA JOSHI: My question is regarding Sanpada railway station only. The CIDCO is going to construct it and they are only asking for the permission of the railways. My question is why are they not giving the permission?

SHRI MALLIKARJUN: It is not question of giving the permission. We have to take the viability of the operation and for that reason, we have asked the Central Railway to examine this.

[*Translation*]

Requirement of LPG cylinders

*653 SHRI HARIKEWAL PRASAD:
SHRI PHOOL CHAND VERMA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG cylinders manufactured annually;

(b) the number of LPG connections issued so far;

(c) the number of LPG cylinders required daily and the number available at present; and

(d) the steps taken to meet the shortage of LPG cylinders?

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHAN KUMAR): (a) Average of 34.30 lakhs cylinders annually during the last three years.

(b) About 172 lakhs customers.

(c) and (d). The installed cylinder manufacturing capacity far outnumbers the demand of LPG cylinders. Hence there is no shortage.

[*Translation*]

SHRI HARIKEWAL PRASAD: Sir, in a way the hon. Minister has given a reply that goes against the facts. May I know from the hon. Minister the number of cylinders manufactured every year as against the number of applications received.

[*English*]

SHRI S. KRISHAN KUMAR: The total installed capacity of cylinder manufactures in 170 lakhs cylinders per annum. Up to 1984-85, they had produced, on an average 100 lakh cylinders per annum. At what time, the supply and demand were more or less equal. Since cylinder manufacturing for LPG is in the small scale sector, no industrial licence is required. And inspite of the repeated information we have given to the State Governments IDBI and other financial institutions saying that new units should not be encouraged, many new LPG cylinder manufacturing units came up in the country. With the result, even though their installed capacity is 170 lakh cylinders per annum now, this year, we will be able to give orders for about-25 lakh cylinders.